

# WESTERN AVENUE DESIGN IMPLEMENTATION

# CORRIDOR GUIDELINES



*Western Avenue Corridor Design Implementation Guidelines*  
*June 16, 2015*

# Today's Agenda

## **1. What we've done to date**

- a) Refinement of the Vision Plan*
- b) Steering Committee*
- c) Public Open House March 2015*
- d) RPV Planning Commission Meeting April 2015*

## **2. Overview of Design Implementation Guidelines**

- a) Public Right-of-Way*
- b) Private Development*

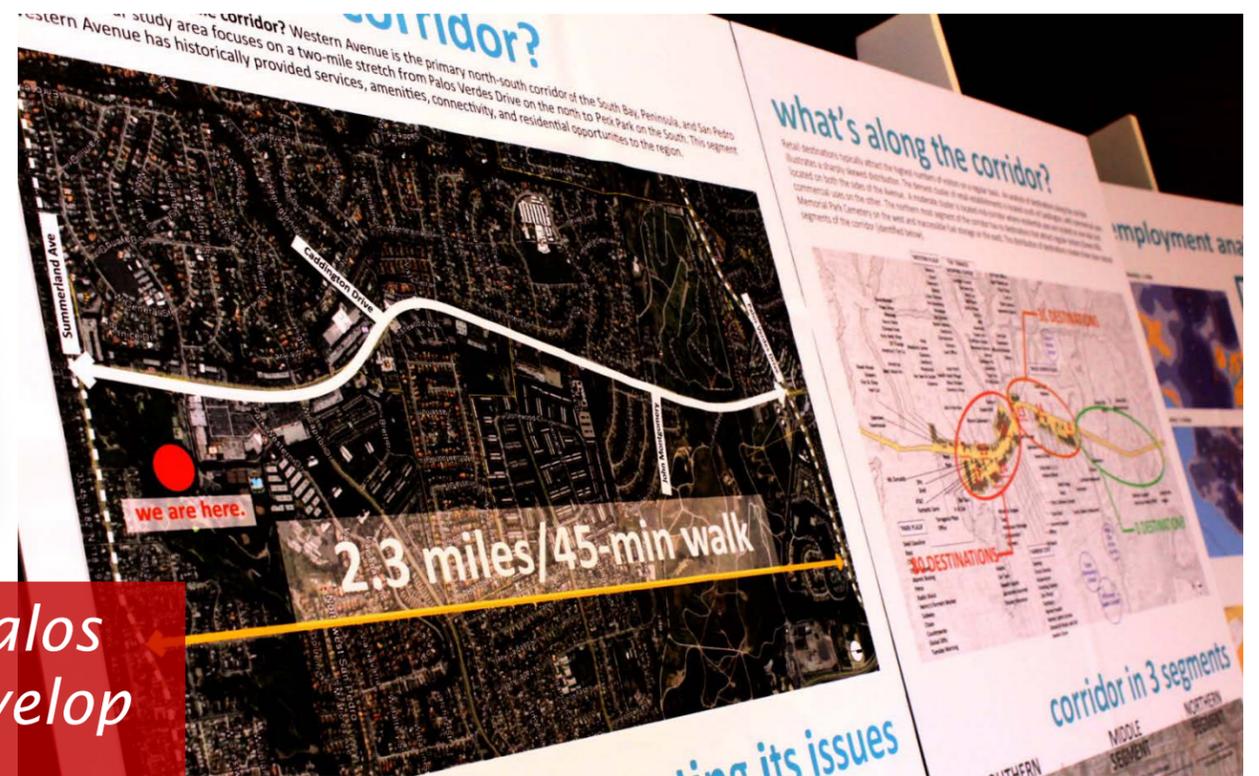
***Goal: To receive guidance and feedback from the RPV City Council on the Design Guidelines, specifically on the 4 streetscape alternatives.***

# 1 a. Western Avenue Corridor Vision Plan

*In October 2011, Rancho Palos Verdes received a grant from SCAG to develop a Vision Plan for Western Avenue. The Western Avenue Corridor Vision Plan was completed in 2013.*



*In 2014, with the help of another SCAG grant, Rancho Palos Verdes has partnered with the City of Los Angeles to develop design implementation guidelines for Western Avenue.*



# SCAG Sustainability Program

*This project is funded by the Southern California Association of Governments (SCAG) Sustainability Program.*

The Sustainability Program is a key SCAG initiative for implementing the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), combining Compass Blueprint assistance for **integrated land use and transportation planning** with new Green Region Initiative assistance aimed at local sustainability and Active Transportation assistance for **bicycle and pedestrian** planning efforts.



*California's Sustainable Communities and Climate Protection Act (Senate Bill 375) requires SCAG to develop a Sustainable Communities Strategy (SCS) to reduce greenhouse gas (GHG) emissions from cars and light trucks through integrated transportation, land use, housing and environmental planning.*

# Collaboration

*Western Avenue crosses many jurisdictions, making collaboration crucial in being able to create a cohesive corridor for all.*

## **Agencies:**

- Caltrans
- City of Rancho Palos Verdes
- City of Los Angeles
- Southern California Association of Governments

## **Advisory Groups:**

- Vision Committee (2011-2013)
- Steering Committee (2014-2015)



# Key Recommendations from the Vision Plan

**1. EVOLVE THE CORRIDOR INTO A COMPLETE STREET**, usable by everyone and providing safe access and experiences for pedestrians, bicyclists, motorists and transit riders.

**2. SHAPE FUTURE DEVELOPMENT** along the corridor to contribute to and complement Complete Streets improvements.



# 1 b. Steering Committee

*The Steering Committee is comprised of agency representatives from the cities of Rancho Palos Verdes (including 2 RPV Planning Commissioners), Los Angeles, Caltrans, SCAG, as well residential, business/property owner stakeholders.*

## Roles and Responsibilities of the Steering Committee:

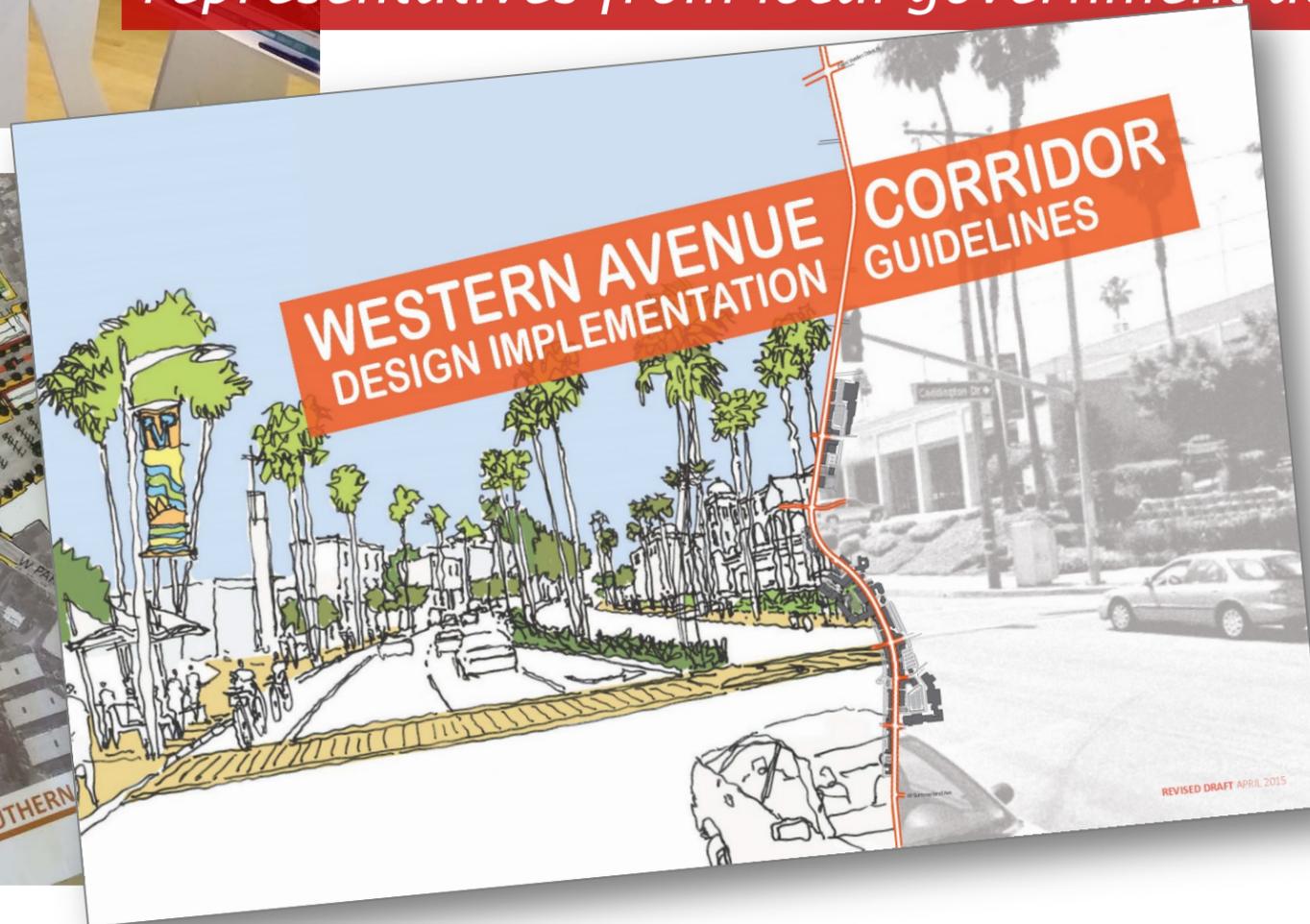
- ✓ Participate in Steering Committee meetings.
- ✓ Represent the broader community and stakeholders.
- ✓ Help to identify opportunities, issues, and challenges.
- ✓ Provide feedback and input on the design guidelines to the project team.
- ✓ Serve as advocates of the process and assist with publicizing community involvement opportunities.
- ✓ Work cooperatively with other Steering Committee members, listening and considering different perspectives.

To date, we have held two Steering Committee meetings in October 2014 and February 2015. Steering Committee members were also present at the Public Open House in March 2015.

# 1c. Public Open House March 2015



On March 14, 2015, the project team held a public open house meeting at Peck Park in San Pedro to present the Western Avenue Corridor Design Implementation Guidelines to the public. Approximately 78 people attended, including local residents, representatives from home owner associations, social/community groups, business owners, representatives from local government departments, etc.



## Major Themes:

- ✓ **Bike Lanes**
- ✓ **Traffic**
- ✓ **Design**

# 1 c. Public Open House March 2015

*In general, feedback was mixed and participants had very diverse comments, design goals, vision, and preferences on how Western Avenue should be improved. No clear preference for one specific streetscape option emerged from feedback.*

## Bike Lanes

*Some were supportive of bike lanes, provided that travel lines were not affected and the bicyclists are separated from traffic.*

*Some were NOT supportive of incorporating bike lanes at all on Western Avenue.*

## Traffic

*Several shared their frustration with slow moving traffic along the corridor.*

*Some requested dedicated turn pockets and signals for safer travel.*

*Several requested that street parking be replaced by a new travel lane.*

## Design

*Several support businesses facing the street and want to see a focus on pedestrian friendly areas and sidewalks.*

*Some commented that new landscape should properly funded and maintained if implemented.*

# 1 d. RPV Planning Commission April 2015

*On April 28, 2015, a Draft of the Design Guidelines was presented to the RPV Planning Commission. Based on feedback from the Commission and from the public, the Consultant Team has addressed the following issues:*

- ✓ Private development has been removed from the cross section illustrations.
  - Focus attention on the public ROW in achieving complete street elements.
  - RPV may elect to remove private development guidelines from the document, but LA may keep them.
  - No changes to the Design Guidelines will be made until further direction is provided from the City Council.
  
- ✓ A new “Option D” has been developed per the Commission’s direction.
  - Two-way protected cycle track on one side of the street.
  - Maintains existing curb to curb dimension and travel lane widths.
  
- x A traffic analysis is **NOT** part of this project.
  - But, it will be addressed in the next phase of work.
  - The RPV Traffic Management Plan will address specific near-term improvements.

# 2. Design Implementation Guidelines

**WESTERN AVENUE  
DESIGN IMPLEMENTATION**

**CORRIDOR  
GUIDELINES**



# Role and Purpose of the Guidelines

## *What are design guidelines?*

These guidelines are a framework document intended to help implement the recommendations of the Vision Plan and translate its goals into a clear set of easy to understand rules.

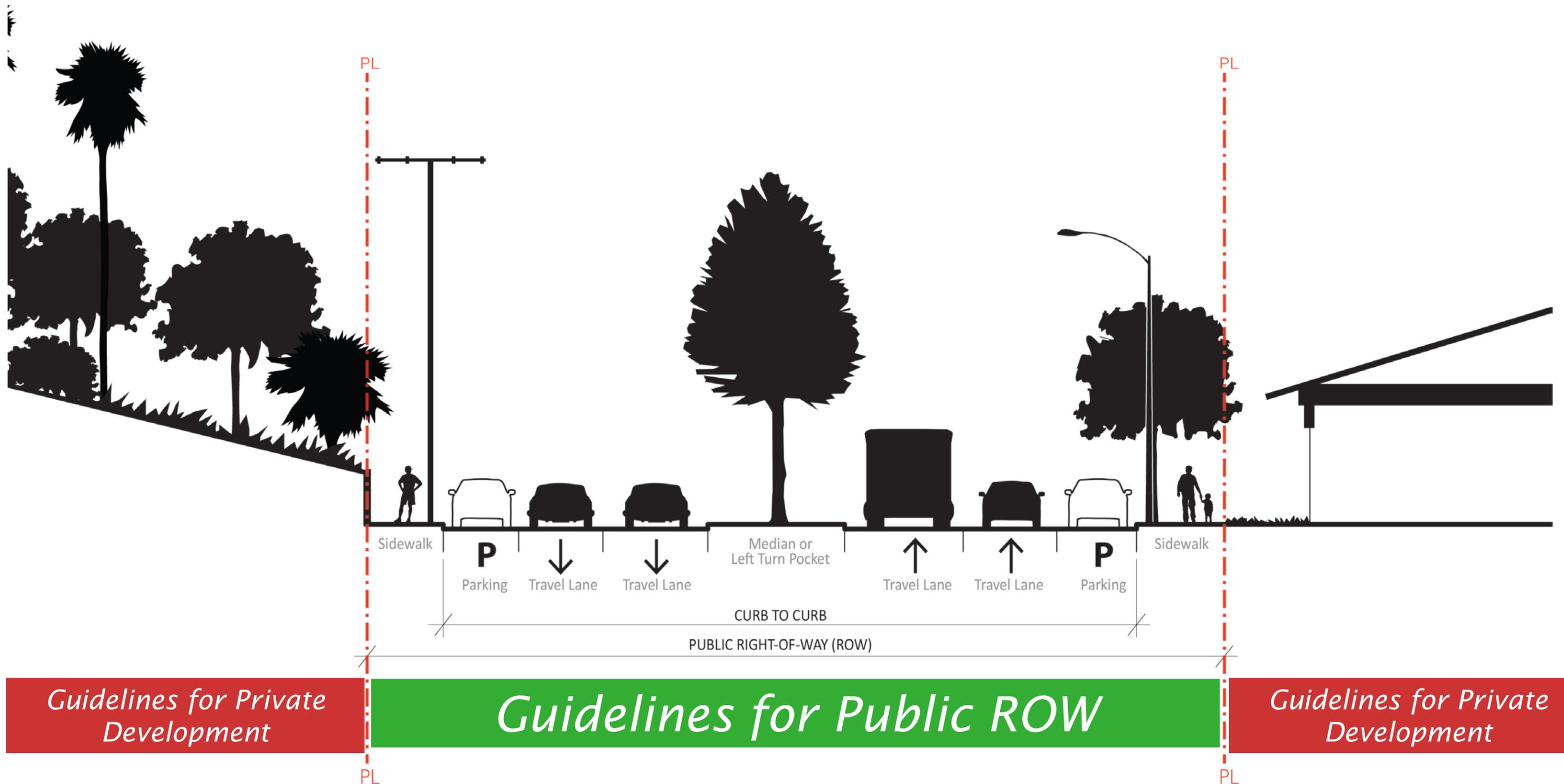
## *What these guidelines will do:*

- ✓ Elaborate and specify the corridor improvement characteristics
- ✓ Enable coordination of improvements between RPV, LA, and Caltrans
- ✓ Memorialize the community Vision and Goals for Western Avenue

## *What these guidelines will NOT do:*

- x This is NOT a streetscape plan.
- x They will NOT change existing:
  - x Zoning
  - x Land Use
  - x View Protection Ordinances
  - x Development standards, like building heights or parking ratios
  - x Number of travel lanes

# How the Guidelines are Organized



Existing cross section of Western Avenue at the Middle Segment (between John Montgomery Drive and Caddington Drive)

# 2a. Guidelines for Public Right-of-Way

- ✓ Streetscape and Street Furniture
- ✓ Landscape Design
- ✓ Treatment of Residential Backyards facing Western Avenue
- ✓ Branding, Signage, and Way-Finding
- ✓ Public Art
- ✓ Mobility and Complete Streets Improvements

## 4.1 Streetscape and Street Furniture

Streetscape improvements include widened sidewalks with continuous landscaping and trees, the addition of street furniture, such as seating, planters, newspaper racks, and trash receptacles, as well as new street and pedestrian lighting, and the under-grounding of utilities.

### A. GENERAL GUIDELINES

1. A streetscape program should be developed to support the consistent implementation of the Guidelines within both the Cities of LA and RPV.
2. When selecting street furniture, such as benches, trash receptacles, and bicycle racks, a "family" or "kit of parts" approach should be utilized to promote a consistent design theme, character, and finish.
  - The "family" shown on page 47 is identified for illustrative purposes only, and is not intended to be indicative of a brand selection.
  - A "family" of fixtures should be selected as part of the streetscape planning process.
  - As part of the selection process, sustainability benefits of the product should be considered wherever possible.
3. Within the City of Los Angeles, any street furniture shall be placed a minimum of 2 ft. from the face of the curb and must comply with relevant spacing requirements, as determined by the Department of Public Works.

### B. SIDEWALKS

1. Public walkway connections between streets and buildings are required.
  - Front doors and entrances shall be directly accessed from the sidewalk.
2. Minimum of 15 ft. wide sidewalk is desired.
  - In most instances, sidewalk width includes a sidewalk dedication within the ROW plus a

sidewalk easement within private property. This easement is to be treated as an extension of the sidewalk in the ROW. To achieve this width, building setback from property line varies on a per parcel basis, ranging between 0-5ft. Site survey is required.

- Sidewalks should accommodate streetscape features, such as landscaping, street furniture, lighting, and other pedestrian amenities.
3. For guidelines related to ground floor uses on sidewalks, such as outdoor dining, see Sec 5.1.
  4. For guidelines related to pedestrian crossings and mobility improvements, see Sec 4.2.

### C. SEATING

1. All seating should be selected to coordinate with the Western Avenue "family" of street furniture, which should be designed with a consistent character, color, and finish.

### D. NEWSPAPER RACKS

1. All newspaper racks should be selected to coordinate with the Western Avenue "family" of street furniture.

### E. TRASH RECEPTACLES

Properly distributed trash receptacles will help maintain an orderly street environment. Trash receptacles should be located in proximity to other pedestrian amenities such as bus shelters and seating.

1. A minimum of 18 in. clear should be provided around the trash receptacle.
2. All trash receptacles should be selected to coordinate with the Western Avenue "family" of street furniture.

### F. LIGHTING

There are two types of lighting proposed for the project area: roadway lights ("street lights") and pedestrian-scale lights ("pedestrian lights"). Street lights provide illumination of both the roadways and sidewalks to the required levels. Pedestrian lights supplement the street

lights, contribute to the pedestrian scale of the street, and create an environment that feels safe and secure for pedestrians and cyclists.

### SITING

1. New street and pedestrian lighting should be integrated along the length of the Western Avenue right-of-way.
2. Locations such as ramps, crosswalks, transit stops, and seating areas that are used at night should be visible and lit.
3. Pedestrian lighting should be provided to accentuate focal points such as parks, plazas, greens, paseos, and other pedestrian linkages, such as sidewalks connecting parking areas to commercial, in order to encourage evening and/or night time use.

### DESIGN

1. All street and pedestrian lighting should utilize a coordinated palette, or "family" of light fixtures, to create to create a cohesive streetscape theme along the length of the corridor.
  - Lighting should contribute to the branding of Western Avenue, and be compatible with the design, materials, scale, and character of other improvements described in the Guidelines.
  - All lighting shall be a consistent color, with a powder cast pole.
  - Light fixtures should minimize light spillage with full cut-off luminaires.
2. Street lighting may utilize either a single or double head fixture, and optional banners. The selected style should be implemented consistently along the length of the corridor.
3. Visual clutter shall be minimized by attaching street signage to poles when possible. When a separate pole is used, the pole shall be colored and powder coated to match the style of the selected lighting fixtures.

### Examples of Street Furniture



The family of fixtures (above and at right) illustrate a coordinate family of street and pedestrian lighting family. The family can be customized to a color, coating, and banner branding, to coordinate with the design of the corridor.

Streetscape components may vary from neighborhood to neighborhood, but should generally include a coordinated approach to items such as seating, bicycle racks, and trash receptacles.

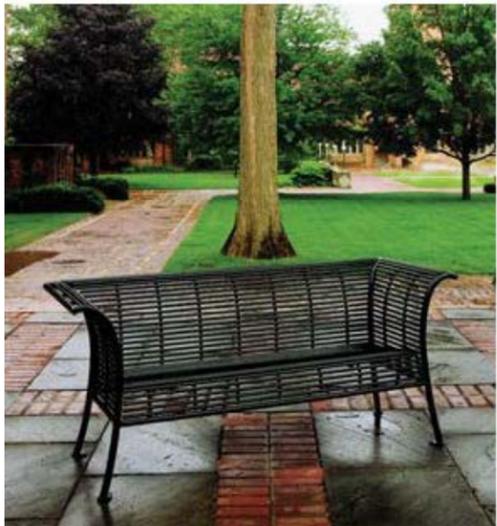
Seating and street furniture may vary to create interest throughout the community or incorporate public art, but should generally adhere to a coordinated palette or family such as the one illustrated within this selection.

# Streetscape and Street Furniture

*“Sidewalks should accommodate a variety of pedestrian amenities, such as landscaping, street furniture, and bicycle infrastructure.”*



Streetscape components may vary from neighborhood to neighborhood, but should generally include a coordinated approach to items such as seating, bicycle racks, and trash receptacles.



## Achieves:

- ✓ Accessibility, safety, comfort, and convenience for pedestrians and bicyclists.



# Landscape Design

*“Use landscape to beautify the corridor... and act as green infrastructure... to be durable, distinct, and colorful.”*

## Achieves:

- ✓ Attractiveness of the neighborhood
- ✓ Improved air quality
- ✓ Opportunities to properly treat stormwater runoff



*Permeous paving can be utilized along sidewalks, parking, sidewalk planting, and/or bikeways. More than just contributing to sustainability, these techniques aid in placemaking, help slow traffic in high pedestrian traffic areas, and contribute to a more pedestrian-scaled environment.*

*In the Northern Segment, tall grasses that bend and blow as cars drive by, can be used to define this part of the corridor.*

# Branding, Signage, and Wayfinding

*“Signage and wayfinding should create a distinguishing theme, brand, and identity for Western Avenue.”*

## Achieves:

- ✓ Attractiveness of the neighborhood
- ✓ Accessibility, safety, and convenience for pedestrians, bicyclists, and motorists.



*Pedestrian-oriented signage should incorporate the community logo, and be of a material, font, color, and design that is complimentary to other streetscape elements throughout the corridor.*



*Median-supported signs can make a big statement when streetscape planting dimensions are limited.*

*Linear signage can be integrated with landscaping and lighting.*

# Mobility and Complete Streets

*“...to evolve Western Avenue from an auto-oriented corridor into a “complete street” where the needs of all users are equally met.”*

## Achieves:

- ✓ Accessibility, safety, comfort, and convenience for motorists, pedestrians, bicyclists, and transit riders.



*Cycle Track (Unclassified Bikeway) with curb extension protection zone*



*Cycle Track (Unclassified Bikeway) with raised traffic separator protection zone*



*Cycle Track (Unclassified Bikeway) with striped protection zone*



*Planted Curb Extension*



*Mid-Block Crossing*



*Mid-Block Crossing*

# Option A: No Bikeway

## SOUTHERN SEGMENT

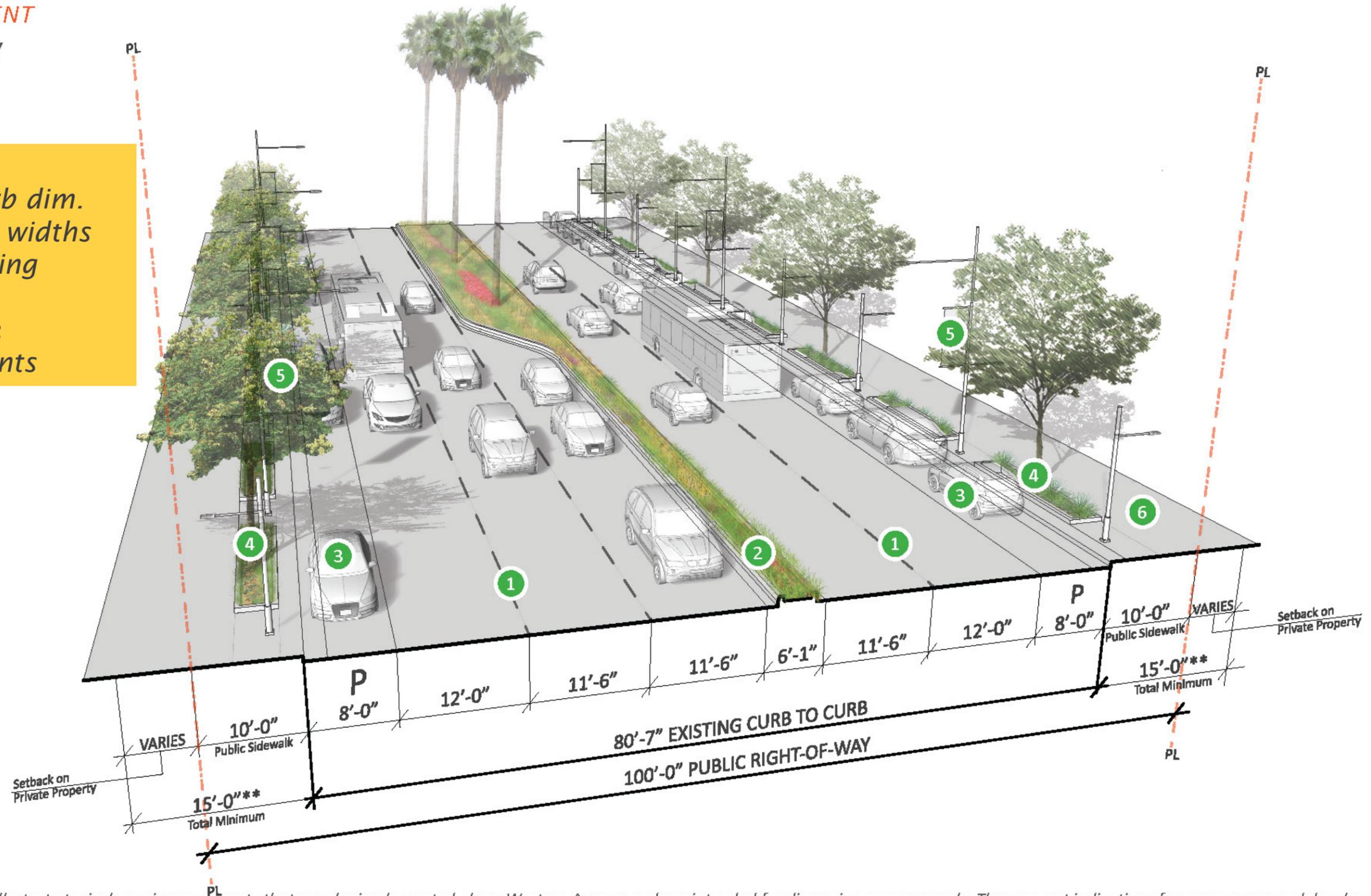
### Option A - No Bikeway

#### Stays:

- ✓ Curb to curb dim.
- ✓ Travel lane widths
- ✓ Street parking

#### Recommends:

- ✓ Streetscape improvements



\* The cross sections above illustrate typical new improvements that may be implemented along Western Avenue and are intended for discussion purposes only. They are not indicative of any new proposed development and do not propose changes to any existing building height restrictions. Existing maximum building heights shown are for reference only. Refer to the Western Avenue Specific Plan (per City of Rancho Palos Verdes) and the Los Angeles Municipal Code (LAMC) for more information on existing maximum building height and envelope restrictions.

\*\* Minimum of 15ft wide sidewalk is desired. See Sec 4.1.

# Option A: No Bikeway

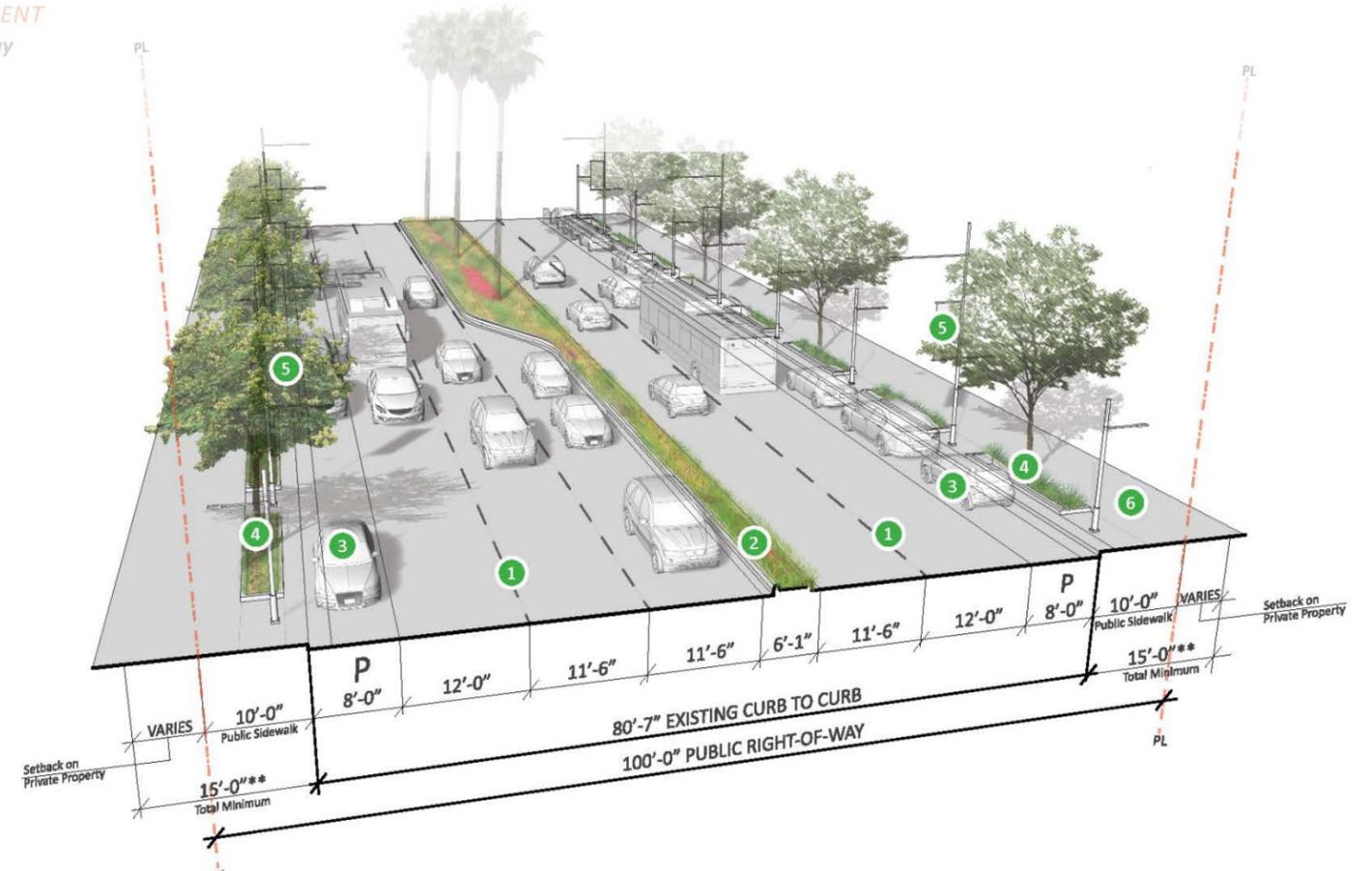
SOUTHERN SEGMENT  
Option A - No Bikeway

## Pros:

- ✓ Improves accessibility pedestrian safety, comfort, convenience.
- ✓ Requires the least amount of reconfiguration to the street.
- ✓ Potential for quickest completion.
- ✓ Can be completed without need for easements on private property.

## Cons:

- ✓ No bike lane – does not address bicyclist accessibility, safety, comfort, convenience.
- ✓ Does not fully meet the “Complete Streets” objective.
- ✓ Limited potential for outside funding of later phases of work.



## Stays:

- ✓ Curb to curb dim.
- ✓ Travel lane widths
- ✓ Street parking

## Recommends:

- ✓ Streetscape improvements

# Option B: With Class II Bike Lane

## SOUTHERN SEGMENT

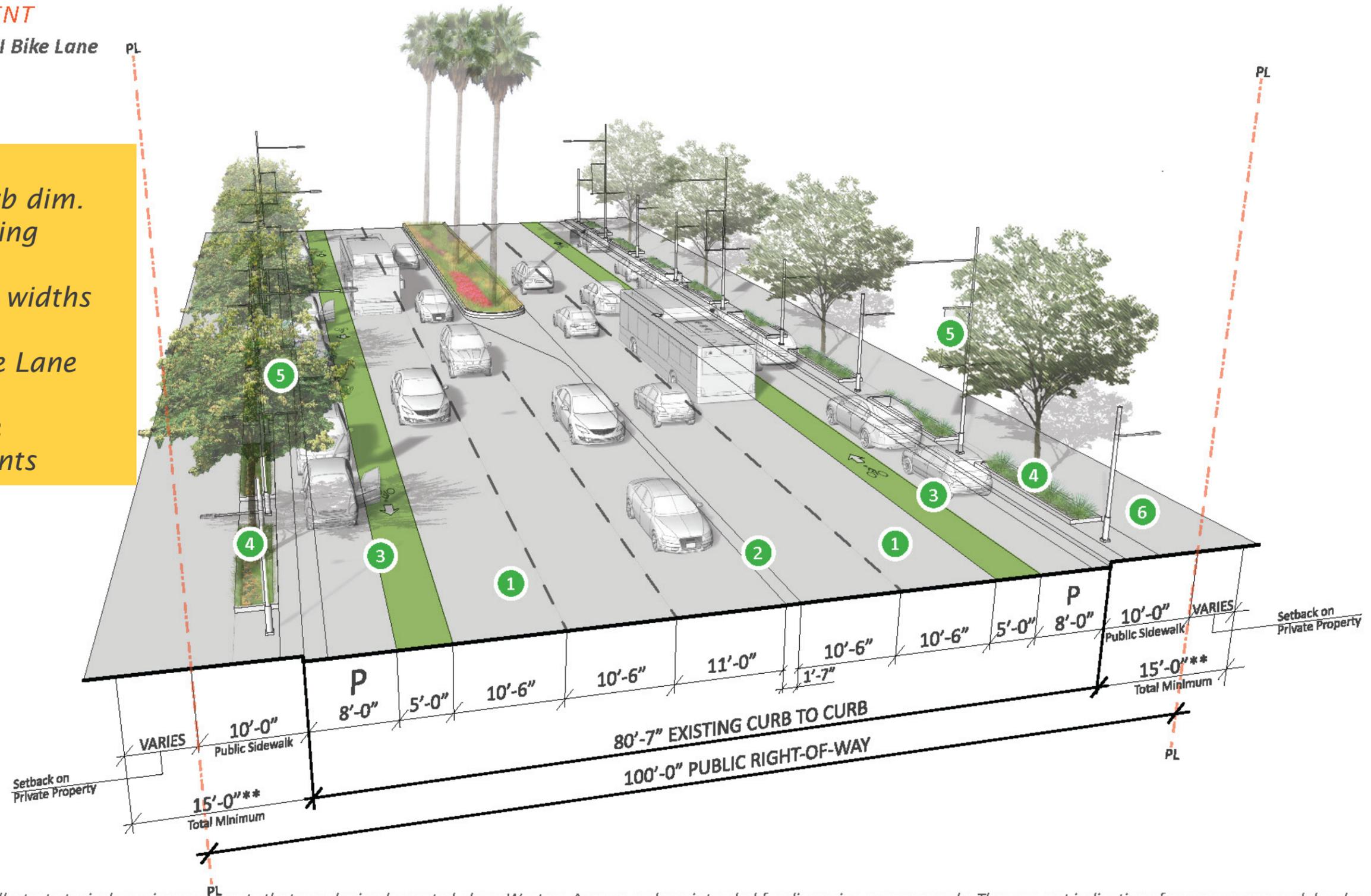
### Option B - With Class II Bike Lane

#### Stays:

- ✓ Curb to curb dim.
- ✓ Street parking

#### Recommends:

- ✓ Travel lane widths reduced
- ✓ Class II Bike Lane introduced
- ✓ Streetscape improvements



\* The cross sections above illustrate typical new improvements that may be implemented along Western Avenue and are intended for discussion purposes only. They are not indicative of any new proposed development and do not propose changes to any existing building height restrictions. Existing maximum building heights shown are for reference only. Refer to the Western Avenue Specific Plan (per City of Rancho Palos Verdes) and the Los Angeles Municipal Code (LAMC) for more information on existing maximum building height and envelope restrictions.

\*\* Minimum of 15ft wide sidewalk is desired. See Sec 4.1.

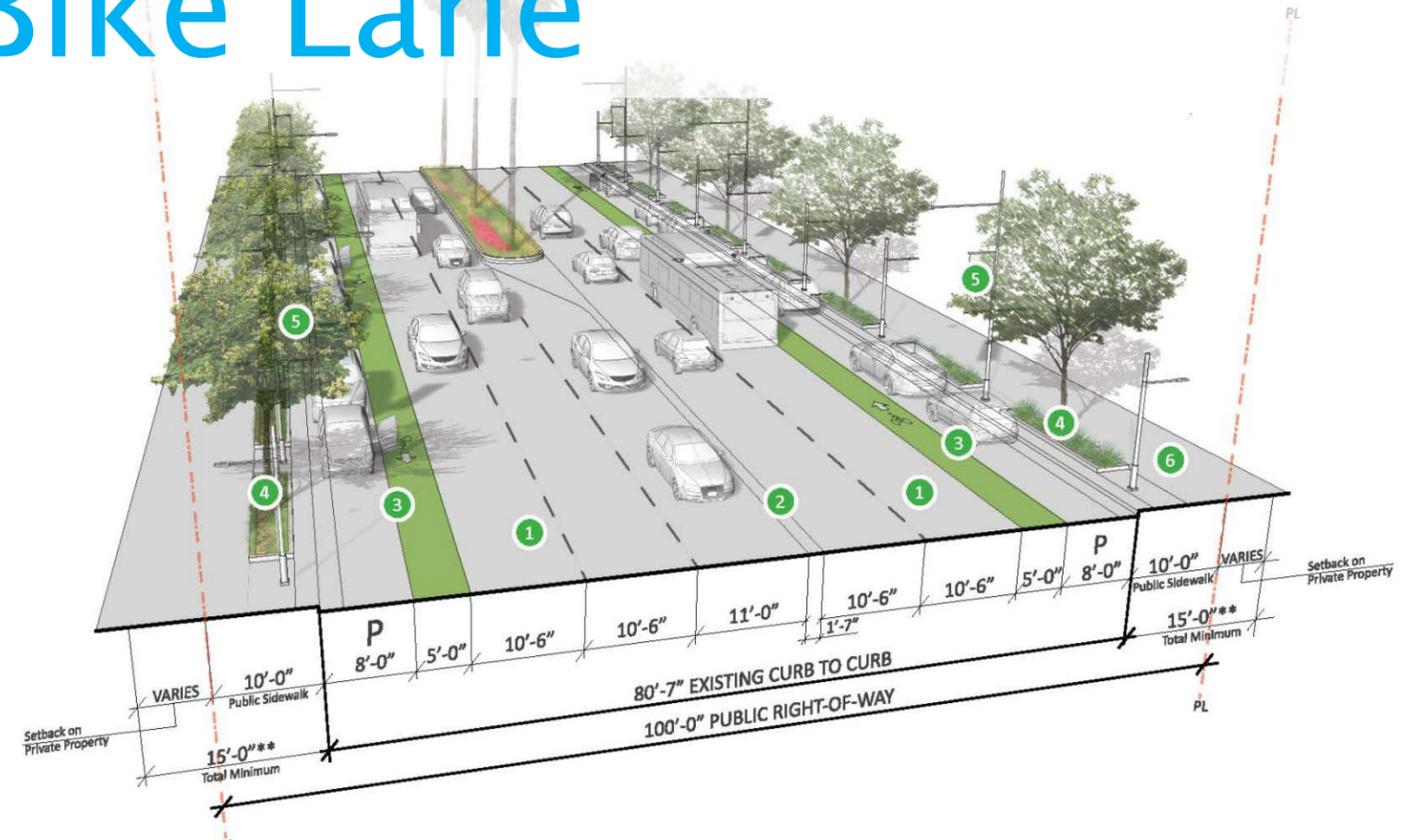
# Option B: With Class II Bike Lane

## Pros:

- ✓ Improves accessibility pedestrian safety, comfort, convenience.
- ✓ Meets “Complete Streets” objective
- ✓ Potential for outside funding for later phases of work.
- ✓ Can be completed without need for easements on private property.

## Cons:

- ✓ Does NOT safely protect bicycles from vehicular traffic.
- ✓ Requires some reconfiguration of the street (lane restriping, median reconstruction, etc).



## Stays:

- ✓ Curb to curb dim.
- ✓ Street parking

## Recommends:

- ✓ Travel lane widths reduced
- ✓ Class II Bike Lane introduced
- ✓ Streetscape improvements

# Option C: Protected Cycle Track

## SOUTHERN SEGMENT

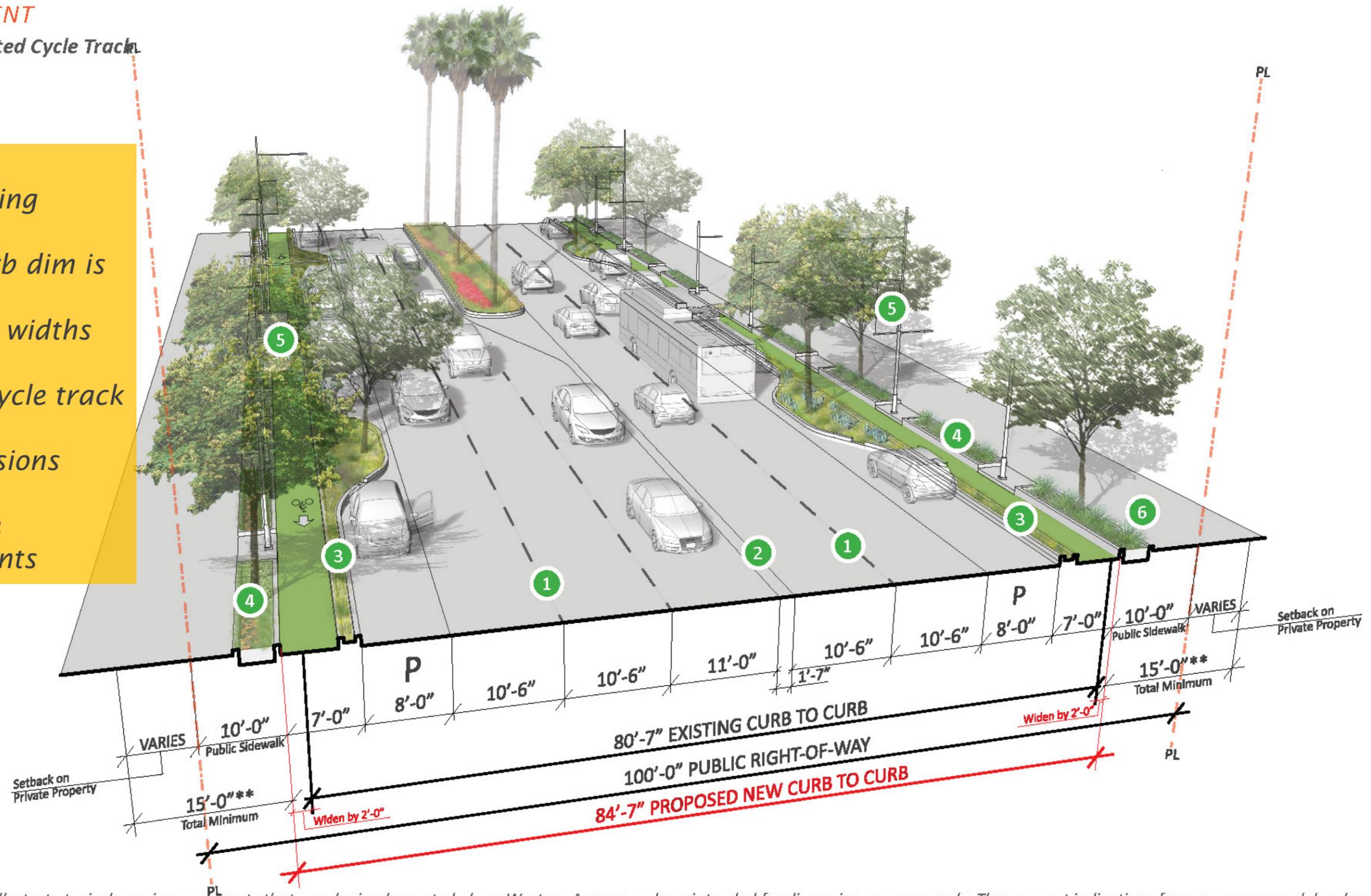
### Option C- With Protected Cycle Track

#### Stays:

✓ Street parking

#### Recommends:

- ✓ Curb to curb dim is widened
- ✓ Travel lane widths reduced
- ✓ Protected cycle track introduced
- ✓ Curb extensions introduced
- ✓ Streetscape improvements



\* The cross sections above illustrate typical new improvements that may be implemented along Western Avenue and are intended for discussion purposes only. They are not indicative of any new proposed development and do not propose changes to any existing building height restrictions. Existing maximum building heights shown are for reference only. Refer to the Western Avenue Specific Plan (per City of Rancho Palos Verdes) and the Los Angeles Municipal Code (LAMC) for more information on existing maximum building height and envelope restrictions.

\*\* Minimum of 15ft wide sidewalk is desired. See Sec 4.1.

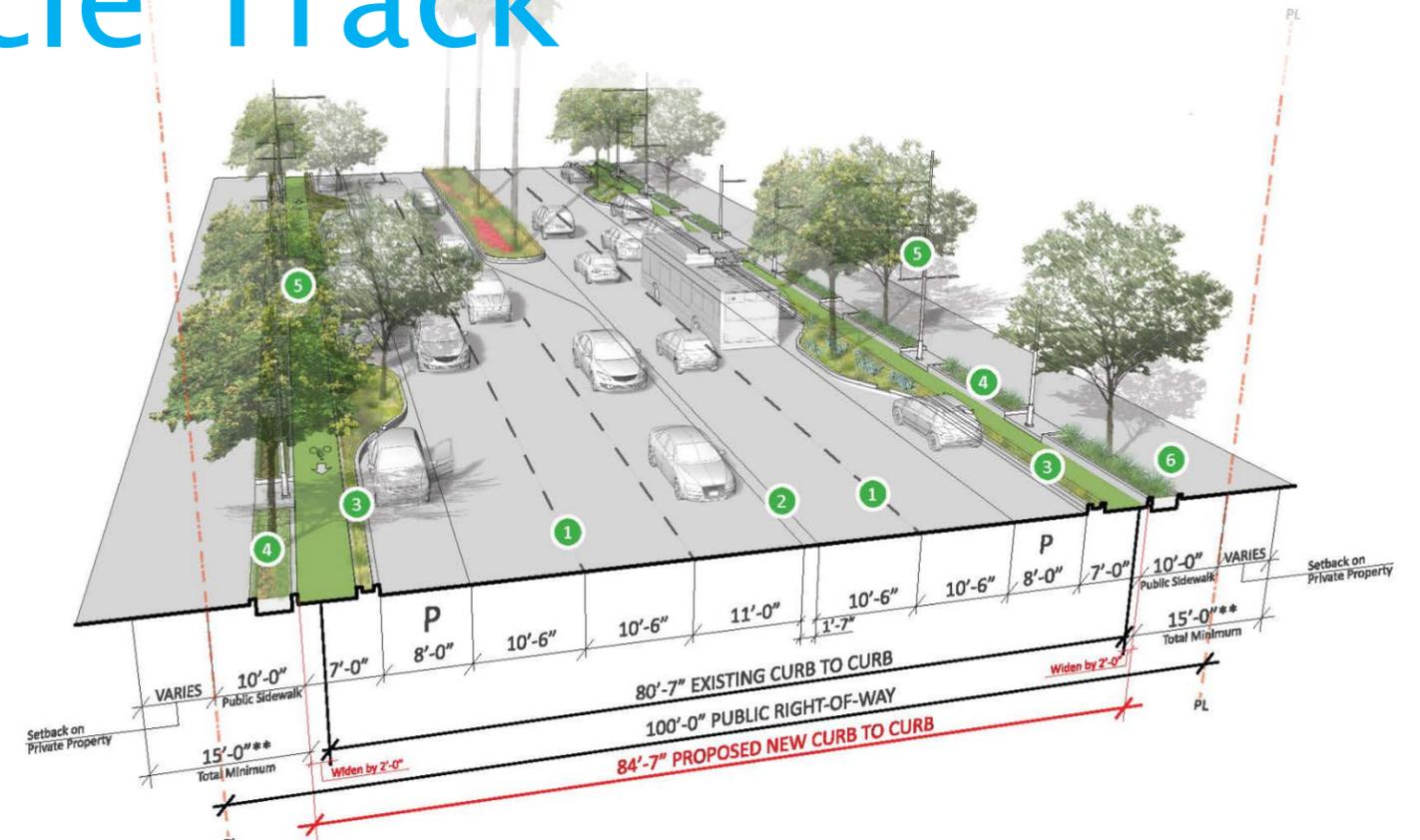
# Option C: Protected Cycle Track

## Pros:

- ✓ Improves accessibility pedestrian safety, comfort, convenience.
- ✓ Meets “Complete Streets” objective
- ✓ Safely protects bicycles from vehicular traffic.
- ✓ Potential for outside funding for later phases of work.

## Cons:

- ✓ Requires **extensive** reconfiguration of the street (lane restriping, median reconstruction, widening of the curb to curb dimension, etc).
- ✓ Potential need to negotiate easement through private property to accommodate wider curb to curb dimension.
- ✓ May only be realized incrementally as private properties are redeveloped.



## Stays:

- ✓ Street parking
- Recommends:**
- ✓ Curb to curb dim is widened
- ✓ Travel lane widths reduced
- ✓ Protected cycle track introduced
- ✓ Curb extensions introduced
- ✓ Streetscape improvements

# Option D: Protected Two-Way Cycle Track\*

SOUTHERN SEGMENT

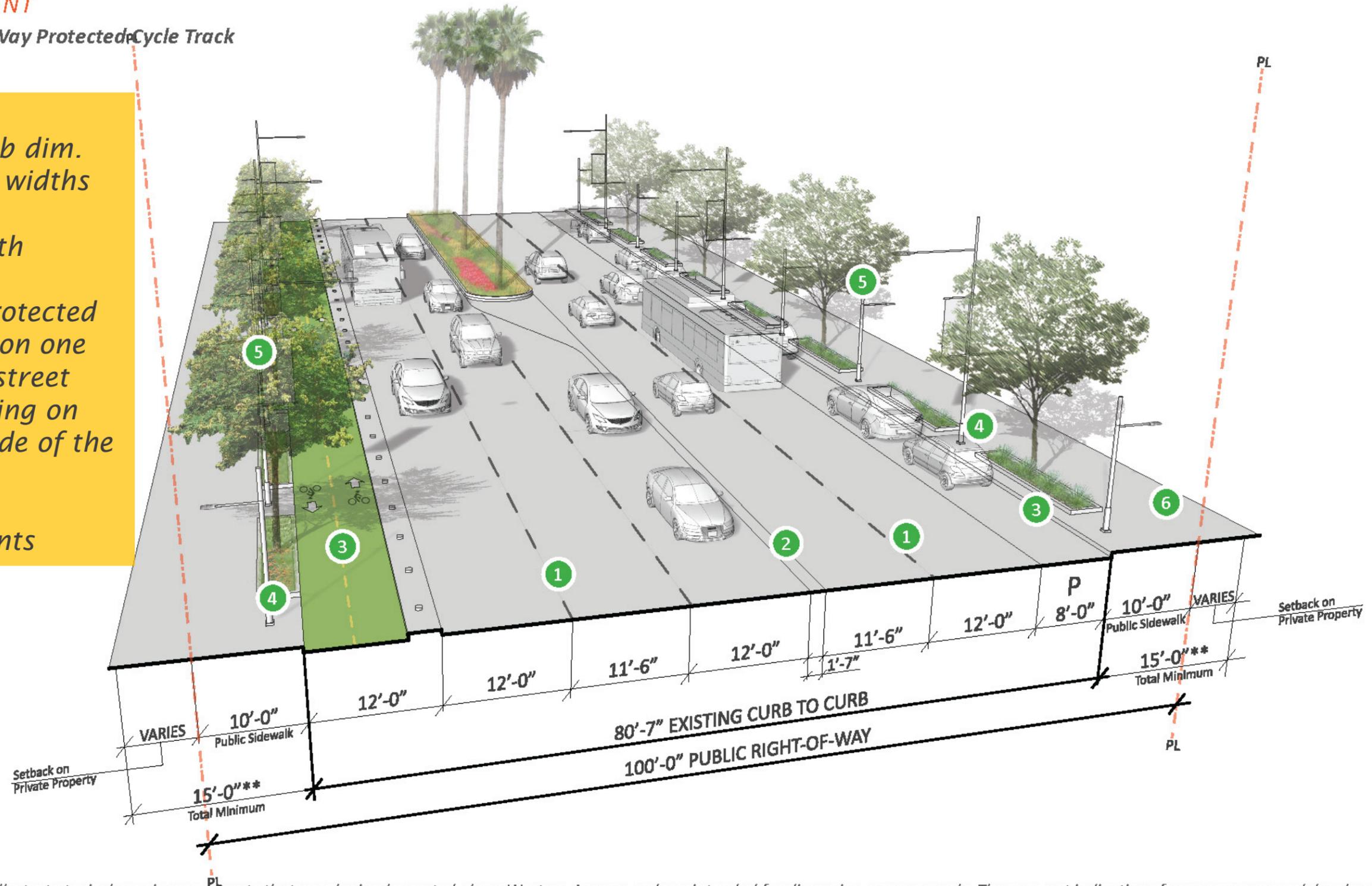
Option D - With Two-Way Protected Cycle Track

## Stays:

- ✓ Curb to curb dim.
- ✓ Travel lane widths

## Recommends:

- ✓ Median width reduced
- ✓ Two-way protected cycle track on one side of the street
- ✓ Street parking on the other side of the street
- ✓ Streetscape improvements



\* The cross sections above illustrate typical new improvements that may be implemented along Western Avenue and are intended for discussion purposes only. They are not indicative of any new proposed development and do not propose changes to any existing building height restrictions. Existing maximum building heights shown are for reference only. Refer to the Western Avenue Specific Plan (per City of Rancho Palos Verdes) and the Los Angeles Municipal Code (LAMC) for more information on existing maximum building height and envelope restrictions.

\*\* Minimum of 15ft wide sidewalk is desired. See Sec 4.1.

\*Created in response to feedback from the RPV Planning Commission and public comments at the April 28, 2015 City of RPV meeting.

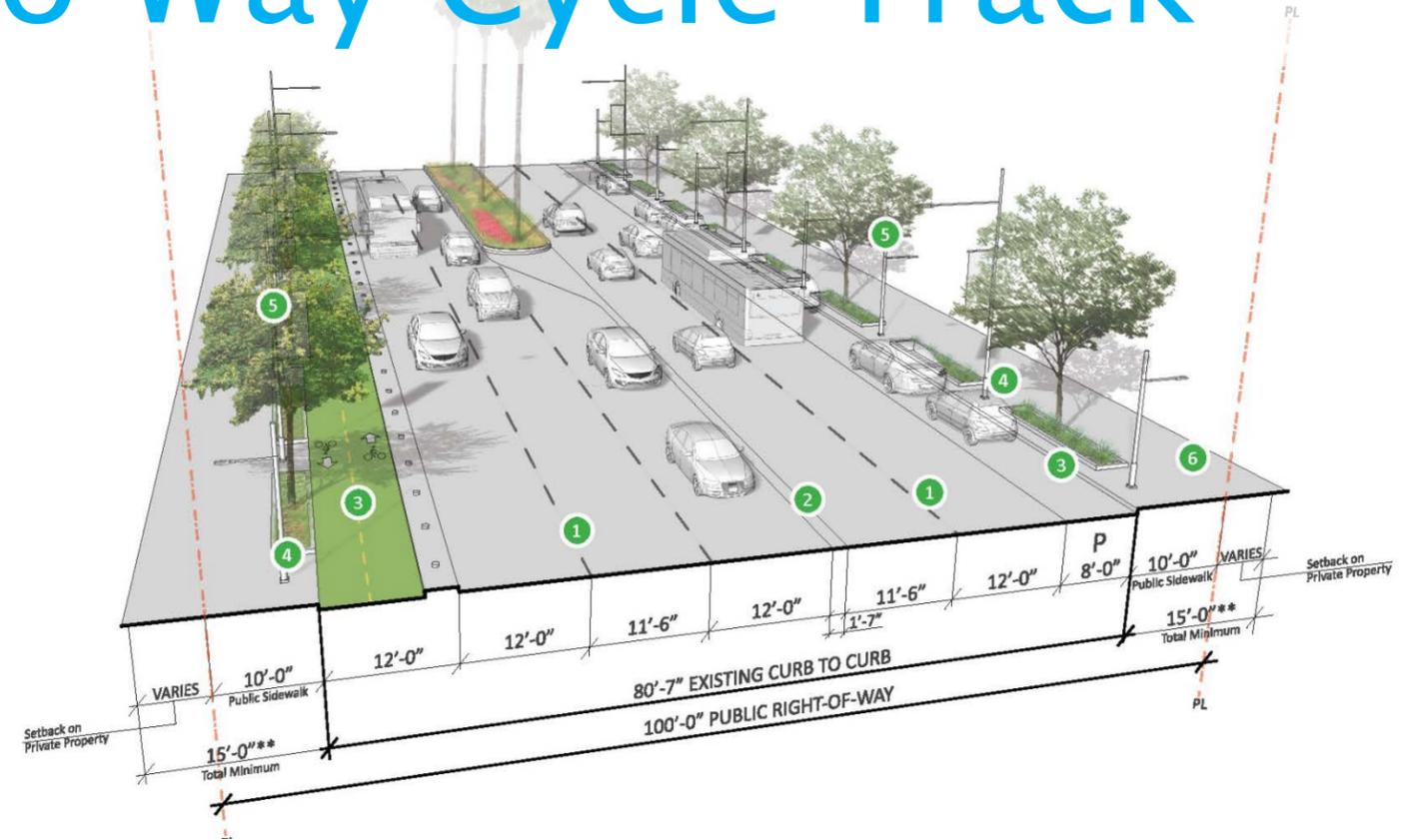
# Option D: Protected Two-Way Cycle Track\*

## Pros:

- ✓ Improves accessibility pedestrian safety, comfort, convenience.
- ✓ Meets “Complete Streets” objective
- ✓ Safely protects bicycles from vehicular traffic.
- ✓ Potential for outside funding for later phases of work.
- ✓ Can be completed without need for easements on private property.

## Cons:

- ✓ Requires **moderate** reconfiguration of the street (lane restriping, median reconstruction, raised curb, etc).
- ✓ Maintains street parking on only one side of the street.
- ✓ Two-way cycle track on one side of the street is not very common in the region and may be confusing.
- ✓ Two-way cycle track requires careful design integration at intersections to mitigate conflicts with vehicular traffic.



## Stays:

- ✓ Curb to curb dim.
- ✓ Travel lane widths

## Recommends:

- ✓ Median width reduced
- ✓ Two-way protected cycle track on one side of the street
- ✓ Street parking on the other side of the street
- ✓ Streetscape improvements

# 2b. Guidelines for Private Development

- ✓ *Building Design and Programming*
- ✓ *Open Space*
- ✓ *Access and Parking*
- ✓ *Service and Loading*
- ✓ *Signage*

The following standards underscore basic design principles that are intended to produce high-quality buildings, memorable places, and a vibrant urban realm. They are not intended to be indicative of any style, but to encourage innovation and good urban form.

## 5.1 Building Design and Programming

### A. GROUND FLOOR USES

1. Along Western Avenue, 80% of the ground floor should consist of active pedestrian-oriented uses.
  - Pedestrian-oriented uses include active uses that are accessible to the general public, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.
  - Typical pedestrian-oriented uses include ground-floor retail, such as retail shops and grocery stores, as well as restaurants, outdoor dining areas, bars, theaters, performing arts, recreation and entertainment, personal and convenience services, building lobbies and building common areas, civic uses, libraries, museums, galleries, and plazas.
2. Ground level residential is discouraged along Western Avenue. Ground floor uses should be dedicated to active commercial and retail uses.

### B. STREET LEVEL DESIGN

1. Buildings should be designed to "address" Western Avenue by creating/continuing a consistent building edge along the public ROW.
  - The primary/grade level of buildings should meet the Western Avenue sidewalk, and intersecting streets, at grade.
  - Pedestrian-oriented uses should have a floor elevation that is level with the elevation of the adjacent sidewalk.

2. Primary entrances oriented only towards parking lots are discouraged.
3. Entrances to uses on ground and upper floors should open onto a public right-of-way.
4. Ground-floor floor-to-ceiling height should be at least 15 ft., as measured from the adjacent sidewalk, to accommodate retail uses.
5. Each ground floor tenant space should incorporate storefront bays that create articulation and provide ground floor entrances. The primary entrance to each commercial space on the ground floor should be located on the front façade along the street.
6. Architectural features such as canopies, awnings, building-mounted lighting, and other design features should be incorporated into the ground floor to add human scale to the pedestrian experience.
7. Where residential is proposed, residential units should face the street with windows, front entry doors, balconies. Rooms such as living rooms and dining rooms should be oriented fronting toward the street and/or any adjacent private space.
  - Where courtyards, paseos, or greenways are proposed, residential units should face these spaces with windows, front doors, porches, and patios, and according to the standards of this section.
  - Service rooms and areas should be oriented to the rear of the lot.

### C. SIDEWALKS

1. See Sec 4.1 for guidelines on sidewalks.
2. Outdoor dining adjacent to the sidewalk is encouraged. It may be provided along portions of the building's front facade that are set back from the property line within private property.

### D. TREATMENT OF BUILDING FACADES

1. Innovative and imaginative design and architecture is strongly encouraged.

2. Corners and special places should be emphasized through changes in height and building form.
3. The maximum length of a building should be limited to 200 ft.
  - Where parcels measuring over 500ft. in length along Western Avenue exist, an open space, paseo, or street should be introduced in order to limit the maximum length of a building to 200 ft.
4. Variation in wall plane, building height, and roof form is strongly encouraged to reduce the scale and bulk of buildings, and to add visual interest.
  - Variation and expression of building details, form, line, colors, and materials may be used to create visual interest.
  - Individual units should be expressed wherever possible. This may be accomplished in a variety of ways, such as through a change in wall plane, change in color, or change in roof form.
5. Street-facing building facades should incorporate pedestrian-scaled elements such as balconies, awnings, doors, and windows to enliven the street edge, and increase safety by adding "eyes on the street."
6. Blank walls, without windows, doors, or other articulation, are strongly discouraged.
  - The maximum length of any blank wall should be limited to 20 ft.

### E. TRANSPARENCY

1. Street facing facades of non-residential uses should be primarily composed of clear, non-reflective glass that allows views of the indoor space.
2. The maximum height of the bottom sill of required display windows should not exceed 30 in. above the adjacent sidewalk. The minimum head height for storefronts and windows at the ground floor should be 80 in. above the adjacent sidewalk.

Examples of Good Urban Form



Pedestrian-oriented uses, such as those shown above, contribute to a high level of pedestrian activity, and include ground-floor retail shops, theaters, restaurants, and outdoor dining areas.



Buildings should be designed to "address" Western Avenue with a consistent building edge along the public ROW.

Outdoor dining adjacent to the sidewalk is encouraged.

# Building Design and Programming

*“Buildings should address Western Avenue by creating a consistent active building front along the public ROW.”*

## Achieves:

- ✓ Vibrant pedestrian experience
- ✓ High-quality designed buildings the “behave” well



*Pedestrian-oriented uses, such as those shown above, contribute to a high level of pedestrian activity, and include ground-floor retail shops, theaters, restaurants, and outdoor dining areas.*



*Buildings should be designed to “address” Western Avenue with a consistent building edge along the public ROW.*



*Outdoor dining adjacent to the sidewalk is encouraged.*

# Open Space

*“Open spaces should promote place-making and a vibrant street life and contribute to a well-connected pedestrian realm.”*

- Achieves:**
- ✓ Vibrant pedestrian experience
  - ✓ Healthy environment
  - ✓ Spaces of local community gathering



*Architecture, textured walkways, landscape features, and seating areas create enjoyable open spaces and can make retail streets a civic destination.*



*Open spaces should include flexible areas for public gatherings, such as lawn or paved plazas. The examples shown above illustrate how different planned open spaces can take on a variety of functions, from passive recreation, to street fairs and farmers markets.*

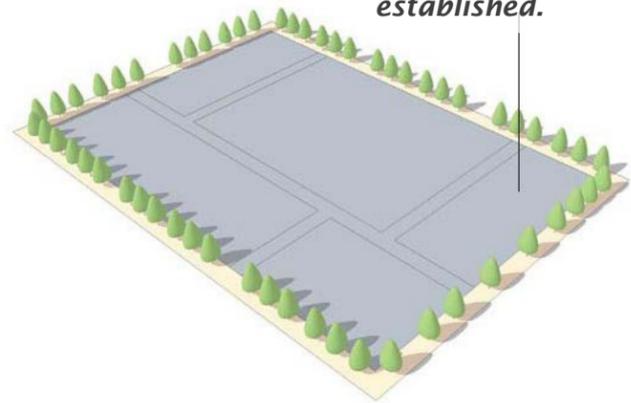
# Access, Parking, Service, and Loading

*“...create a connected, pedestrian-scaled block and street pattern... that supports a high level of pedestrian activity.”*

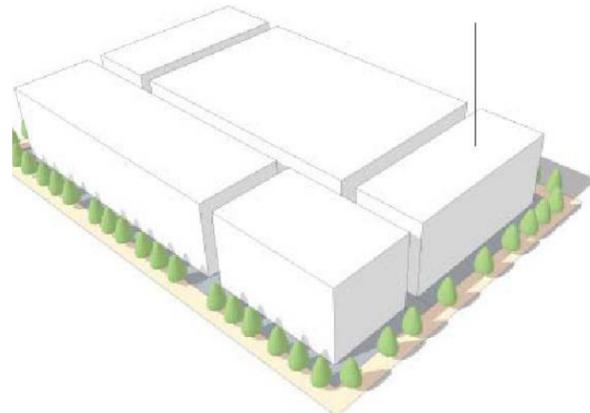
## Achieves:

- ✓ Vibrant pedestrian experience
- ✓ Attractiveness of the neighborhood
- ✓ Minimizes unsightly service uses along the corridor and interruption of active building fronts

*For parcels over 2.5 acres, a street and block pattern should be established.*



*Any new street should look and feel like a well designed urban street.*



# Signage

*“Signage should fit comfortably into the architecture of the storefront.”*

## Achieves:

- ✓ Vibrant pedestrian experience
- ✓ Attractiveness of the neighborhood
- ✓ Accessibility and convenience for pedestrians



*Signage color, material, scale, lettering, and lighting should complement the surrounding street environment and the building(s) that the sign addresses.*

# 4. Next Steps

*1. Today: Receive feedback from RPV City Council.*

*2. June 2015: Consultant team to make refinements based on feedback by Planning Commission and City feedback and package final design implementation guidelines document.*

*3. TBD: City of LA Harbor Area Planning Commission Meeting.*

*4. TBD: City of LA City Council Meeting.*